

No major shifts in existing development patterns are anticipated.

Comprehensive long range transportation planning for the Lenoir-Hudson planning area began in 1971 with the development of a thoroughfare plan that was mutually adopted by Hudson on October 1, 1974, Lenoir on October 14, 1974 and the North Carolina Board of Transportation on November 1, 1974. General transportation system deficiencies that were identified in that study include the following:

1. The lack of an adequate loop system
2. Incomplete crosstown street system in the central business area
3. Many intersections were offset causing additional turning traffic on the major arterial streets
4. Some streets were not wide enough
5. Travel in many areas was indirect causing large volumes of traffic to share a few over congested intersections

More recent discussion has centered around the following general deficiencies:

1. The need for a loop system along Pleasant Hill Road
2. Providing a loop system between US 321, NC 90 and NC 18 North to prevent routing this traffic through the NC 18/US 321 intersection and giving direct access to all the US and NC routes in the area
3. Strip development along US 321
4. Interchange construction on US 321 Hibriten Drive and at the new outer loop
5. Traffic congestion on Connelly Spring Road and Norwood Street

#### Lenoir-Hudson Thoroughfare Plan

The 1974 Lenoir-Hudson Thoroughfare Plan was developed based on extensive survey data, state of the art computer modeling, expected land use developments, public input and professional judgement. Objectives of the plan were (1) to ensure the development of a coordinated major street system as land developments occur; (2) to reduce travel and transportation costs to the public; (3) to reduce public cost for major street improvements through coordination of the street system with private action; (4) to enable private interests to plan their actions, improvements and development with full knowledge of public interest; (5) to minimize disruption and displacement of people and business; (6) to